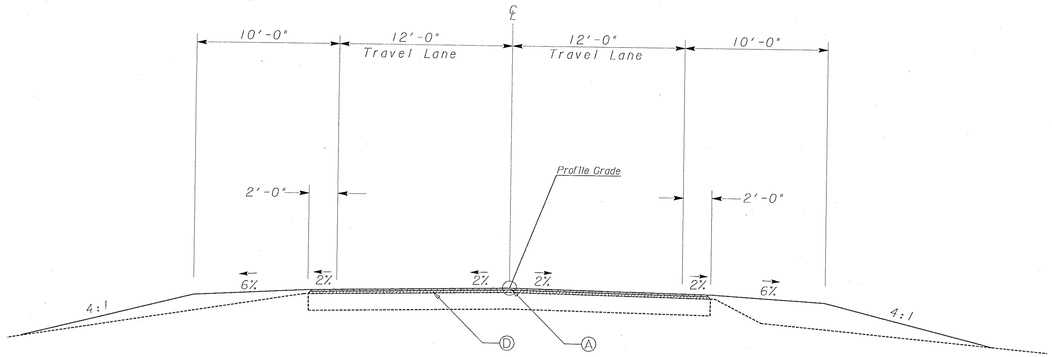


TS - 1
SR 18 MAINLINE OVERLAY

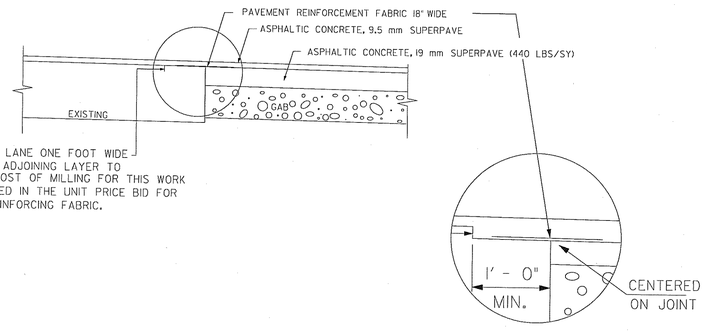
APPLIES STA. 506+00 TO STA. 513+54
AND
APPLIES STA. 518+19 TO STA. 525+00

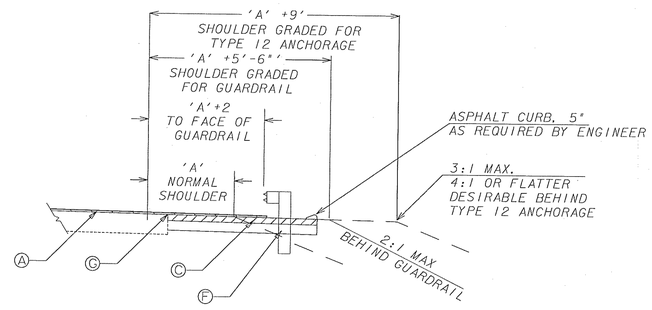
PAVEMENT MATERIAL SCHEDULE	
A	RECYCLED ASPHALT CONC. 9.5 mm SUPERPAVE, TP 11 @ 135 LBS/SY
B	RECYCLED ASPHALT CONC. 19 mm SUPERPAVE @ 220 LBS/SY
C	RECYCLED ASPHALT CONC. 19 mm SUPERPAVE @ 440 LBS/SY
D	ASPHALTIC CONC. LEVELING, AS REQUIRED
E	GRADED AGGREGATE BASE COURSE, 10 INCHES
F	GRADED AGGREGATE BASE COURSE, 6 INCHES
G	PAVEMENT REINFORCEMENT FABRIC, 18" WIDE

NOTE:

1. SEE ROADWAY PLANS FOR LOCATION OF GUARDRAIL.

TYPICAL SECTION DETAIL TO BE USED WHEN
EXISTING PAVEMENT IS TO BE RESURFACED WITH
LESS THAN TWO INCHES OF ASPHALTIC CONCRETE





TYPICAL SHOULDER DETAIL FOR GUARDRAIL
SEE ROADWAY PLANS FOR LOCATION

SEE GA STD 4052 FOR DETAILS

NOTE: 1. SURFACE COURSE 'A' OF SHOULDER PAVING UNDER GUARDRAIL EXTENDS TO FACE OF GUARDRAIL ONLY.

2. AFTER GUARDRAIL POSTS HAVE BEEN INSTALLED, THE SURFACE AREA AROUND THE POSTS SHALL BE SEALED WITH THE APPROPRIATE ASPHALT OR OTHER APPROVED MATERIAL AT NO ADDITIONAL PAYMENT. IF THE ENGINEER DETERMINS IT IS NECESSARY.

ALLOWABLE RANGES TABLE

FOR THIS PROJECT, CROSS SLOPES THAT ARE ADJUSTED TO 'BEST FIT' EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

A. NORMAL CROWN

SECTION WITH GRADES 0.5% OR GREATER	SECTION WITH GRADES LESS THAN 0.5%
0.0150 FT/FT - MINIMUM	0.0156 FT/FT - MINIMUM
0.0208 FT/FT - DESIRABLE	0.0208 FT/FT - DESIRABLE
0.0250 FT/FT - MAXIMUM	0.0300 FT/FT - MAXIMUM

B. SUPERELEVATION RATE

S.E. RATE SHOWN ON PLANS OR SE RATE EXISTING IN FIELD, WHICHEVER IS GREATER.

C. SUPERELEVATION TRANSITION LENGTH (LENGTH FROM FLAT POINT TO FULL SE)

	RATE OF CHANGE	CORRESPONDING DIFFERENCE IN GRADE BETWEEN PIVOT POINT AND EDGE OF PAVEMENT
MINIMUM	1:150	0.67%
DESIRABLE	1:200	0.50%
MAXIMUM	1:300	0.33%

LENGTH SHALL BE SET TO AVOID CREATING A FLAT GUTTER GRADE ON LOW SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.

D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES

50% OF TRANSITION INSIDE CURVE - MAXIMUM
33% OF TRANSITION INSIDE CURVE - DESIRABLE
20% OF TRANSITION INSIDE CURVE - MINIMUM

NOTE: CROWN WIPE-OUT SHALL BE AT THE SAME RATE AS THE SE TRANSITION.

E. SMOOTHING OF BREAKS IN EDGE PROFILE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH (IN FEET) EQUAL TO THE SPEED DESIGN (IN MPH).

LOWE
ENGINEERS
2000 RIVEREDGE PARKWAY, SUITE 400, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN

TYPICAL SECTIONS

SR 18 BRIDGE
OVER POTATO CREEK

DRAWING No. 5-01